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portion of the book especially presents a succession of topics artificially related only. There is no real tying of the threads at the end.

One or two glaring inaccuracies, indicative of second-hand and superficial acquaintance with the living subject-matter tend to shake the reader's confidence in the author's thoroughgoing reliability. On p. 79 the statement is made that in 1909 the American Federation of Labor "included 87 national and international trade unions, 23 state federations of labor, 63 city central labor unions, and 13 'trade and labor unions' unaffiliated with a national or international body and 6 'fraternal organizations.'" In opposition to this the List of Organizations Affiliated with the American Federation of Labor, issued by that organization and dated March 2, 1909, gives the following tabulation: national and international unions, 118; departments, 3; state branches, 38; city centrals, 593; local trade and federal labor unions, 564. This discrepancy may be accounted for by supposing that the author drew his information from the Convention statistics of the American Federation for 1909, accidentally overlooking the fact or failing to understand that ordinarily not all the constituent bodies of the federation actually send delegates to the annual Convention.

It is greatly to be regretted that Mr. Carlton's book is defective in the matters considered, for in many respects it is admirable. The style is clear and straightforward; though the attitude is distinctly pro-labor it is not offensively so; and one feels that considerations of truth and the highest social welfare govern throughout. The argumentation is good. The author is well up on reform literature and presents the advanced reform viewpoints and proposals. The conclusions are clearly and forcibly stated. With all its faults the book is a good brief, general guide to the study of labor conditions and reform. It meets a need and will serve a useful purpose.

ROBERT F. HOXIE

THE UNIVERSITY OF CHICAGO

Cuba and Her People of Today. By FORBES LINDSAY. Boston: L. C. Page & Co., 1911. 8vo, pp. xii+329. \$3.00.

A desire on the part of Americans for "information regarding the progress, prospects, and present-day conditions of Cuba" led to the publication of the present volume. After a short description of physical characteristics and an outline of the history of the island, the author goes on to characterize the people and to consider their present conditions and possible development. There is a great difference, he says, between the city-dweller of Habana, with

whom the tourist comes in contact, and the *guajiro*, or white Cuban peasant, and the Negroes. The last named form a large part of the population and because of their services in the wars for independence are much more nearly on an equal footing with the whites than in this country.

While Mr. Lindsay believes that the natural resources of Cuba are such as to give her an opportunity for splendid development, he does not think that this can be accomplished under the rule of a Cuban government. Either annexation or a protectorate established by the United States seems to him essential to the country's welfare. Still he finds there a great field for American capital, if carefully invested. None of the industries have been properly developed and all suffered greatly during the wars. The most serious difficulty is that of securing a labor supply. The Cubans themselves seem physically incapable of the heaviest work, and the Negroes cannot be counted on, so that many employers have been importing Spanish workers. Others, however, have found Cuban labor very satisfactory when carefully supervised.

As for relative opportunities in the various branches of industry, the author clearly believes that Cuba will remain essentially agricultural and that in agriculture anyone with knowledge of local conditions and sufficient capital can succeed. Sugar, however, has strong outside competition to meet and requires large capital for manufacture. But tobacco-growing, truck-gardening, and fruit-raising have great possibilities. There are also various mineral resources which have not been sufficiently investigated to give certain ground for judgment of their value.

The book is well illustrated and interestingly written.

The Railway Conquest of the World. By FREDERICK A. TALBOT. Philadelphia: J. B. Lippincott Co., 1911. 8vo, pp. xv+334. \$1.50 net.

The story of the railroad in its advance through the various countries of the world is interesting reading, indeed, in these accounts. No attempt is made to deal with the subject exhaustively or technically, but the difficulties and dangers of early railroading are very vividly presented, as are the marvelous improvements which the progress of the industry has brought with it. Railroading under the most varying conditions and for the most varying purposes is described, from the Mohammedan undertaking of a road to Mecca for religious purposes to the pioneer roads for opening up western North America and the "toy" roads of Wales. One is impressed by the great and winning fight with nature that was undertaken in all of these schemes and by the immense sums of money which it was practicable to sink in them. The author's pride in British engineering achievements is interesting to an American reader. One could wish that he would use less frequently such trite phrases as "the iron horse," or "thin band of steel," but, on the whole, he gives a very interesting insight into one of the most important factors in modern industrial progress.